

# CHINA



# MAIL.

Established February, 1845,

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXV. No. 4904. 號六廿月三年九十七百八千一英

HONGKONG, WEDNESDAY, MARCH 26, 1879.

日四初月三年卯己

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

## RECENTLY ARRIVED, AND FOR SALE.

LONDON:—F. ALLEN, 8, Clement's Lane, Lombard Street, GEORGE STREET & Co., 30, Cornhill. GORDON & GOTON, Leadenhall Circus, E. C. BATES, HENRY & Co., 4, Old Jewry, E.C. SAMUEL DRAKE & Co., 100 & 104, Leadenhall Street.

PARIS AND EUROPE:—LEON DE ROSNY, 19, Rue Monsieur; Paris.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOUGH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BROWN & BLACK, San Francisco.

SINGAPORE AND STRAITS:—SAYLE & Co., Square, Singapore. C. HINSEY & Co., Manila.

CHINA:—Macao, Messrs A. A. de Mello & Co., Swatow, CAMPBELL & Co., Amoy, WILSON, NICHOLS & Co., Foochow, HEDGE & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co.

## BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 1,800,000 Dollars.

COURT OF DIRECTORS.

Chairman—W. H. FORBES, Esq. Deputy Chairman—Hon. W. KERWICK. E. R. BELLJES, Esq. WILHELM REINERS, H. L. DALBYMPLE, Esq. F. D. SASSON, Esq. H. HOPPIUS, Esq. W. S. YOUNG, Esq. A. McIVER, Esq.

CHIEF MANAGER. Hongkong, THOMAS JACKSON, Esq. MANAGER. Shanghai, EWEN CAMERON, Esq.

LONDON BANKERS.—London and County Bank.

## HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—

For 3 months, 3 per cent. per annum.

" 6 " 4 per cent. " "

" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credit granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager. Offices of the Corporation, No. 1, Queen's Road East, Hongkong, February 15, 1879.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

RATES OF INTEREST ALLOWED ON FIXED DEPOSITS.

At 3 months' notice 3% per Annum.

" 6 " 2 1/2 " "

" 12 " 5 " "

On Current Accounts at Rates which can be ascertained at their Office.

D. A. J. CROMBLE, Acting Manager. Oriental Bank Corporation, Hongkong, November 28, 1878.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £250,000. RESERVE FUND, £150,000.

Bankers.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONGKONG grants Drafts on London and the chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

On Current Accounts, 2 per cent. per annum on the daily balance.

On FIXED DEPOSITS.

For 3 months, 3 per cent. per annum.

" 6 " 2 1/2 " "

" 12 " 5 " "

## For Sale.

## Intimations.

### LANE, CRAWFORD & Co.

ARE AGENTS FOR

CURCHIER and ADETS' CLARETS. W. T. ALLEN & Co.'s ORNAMENTAL COURVOISIER'S BRANDY. CHUBBS' SAFFES. CHUBBS' SAFFES. WHITEHEAD'S STOUT. VAN HOBOKEN'S GIN. FOSTER'S Bottled ALE and STOUT. SILVER LIGHT LAMPS. French JAMS, Confiturero de St. James. STARKE'S GOLD LACE and OFFICERS' DECORATIONS. BAXTER'S CANVAS. KORNSTAIN'S CHAMPAGNE.

GILDE & SONS WINES. BASS'S DRAUGHT ALE. LETTS' DIARIES. ISIGNY BUTTER. TEACHER'S WHISKY. CONSTABULARY REVOLVERS. THE NEW LIFE JACKET. LONDON & CHINA EXPRESS, OVERLAND MAIL, and THE HOME NEWS.

### LANE, CRAWFORD & Co.

Beg to call Special Attention to the following Departments:—

#### COAST ORDER DEPARTMENT:

ORDERS from the COAST or OUT-PORTS are Promptly and Carefully Executed. Goods not in Stock will be procured, if possible, in the Colony.

#### SPECIAL ORDER DEPARTMENT:

BOOKS, SCIENTIFIC INSTRUMENTS, ORNAMENTAL HOUSE or GARDEN FITTINGS, FURNITURE, PIANOS, MEDICINES, BILLIARD TABLES, ARMS, &c., &c., ordered from ENGLAND, at a Commission (all trade discounts being allowed) on the laid down cost, of 5 per cent. on amounts over, and 10 per cent. on amounts under \$100.

#### FORWARDING AGENCY:

PACKAGES of CURIOS, TEA, PRESERVES, &c., &c., forwarded to any Address in the UNITED KINGDOM by each P. & O. Mail, Charges in full collected either here or from the Consignees at desired. Particulars required with each Package are, Contents for declaration at Customs and value for insurance.

Hongkong, February 27, 1879.

## EIGHT PER CENT. SILVER LOAN

### OF THE CHINESE IMPERIAL GOVERNMENT,

Authorized by Imperial Decree dated the 14th Day of the Ninth Moon of the Fourth Year of Kwong-Siu (6th October, 1878.)

Haiquan Taels 1,750,000—Shanghai Taels 1,929,500 Stock.

In Bonds of Shanghai, Tael 500 each, bearing Interest from 11th April, 1879.

The First Instalment of Interest being payable on 6th October, 1879, in HONGKONG AND SHANGHAI.

The Bonds are redeemable at PAR WITHIN SIX YEARS (1884) by HALF-YEARLY (ACCORDING TO THE CHINESE CALENDAR) DRAWINGS.

PRINCIPAL AND INTEREST PAYABLE IN HONGKONG.

## PRICE OF ISSUE—PAR.

THE HONGKONG AND SHANGHAI BANKING CORPORATION hereby invites SUBSCRIPTIONS for SHANGHAI TAELS 1,787,000 of 8 PER CENT. Bonds at the issue PRICE OF PAR, payable as follows:—

SHANGHAI TAELS 10 per cent. on application.

90 " 15 days after allotment.

The Bonds will bear interest at the rate of Shanghai Taels eight per cent. per annum, payable half-yearly according to the Chinese Calendar, as per annexed Schedule, at the Offices of the Hongkong and Shanghai Banking Corporation, in Hongkong (at current rate of Exchange for Demand Bills on Shanghai) and Shanghai.

The first payment of interest on the full amount of each Bond will be payable on 5th October, 1879, at the above-mentioned places.

The Bonds will be redeemed at par within six years (1884) by half-yearly Drawings, commencing 5th October, 1879, of Shanghai Taels 162,500 each, the balance of the Loan, Shanghai Taels 162,000, being paid off on 9th August, 1884.

The Drawings will take place in Hongkong in February and August in each year, and the Bonds so drawn will be paid off at par on the respective dates specified in annexed Schedule at the Offices of the Hongkong and Shanghai Banking Corporation, in Hongkong (at current rate of Exchange for Demand Bills on Shanghai) and Shanghai, after which dates interest on the Bonds so drawn will cease.

The Loan has been authorized by an Imperial Decree, dated 9th of October, 1878.

The Loan, principal and interest, is specially secured by the hypothecation of the Imperial Maritime Customs' Revenue of the ports of Shanghai, Foochow, Canton, Ningpo and Hankow—the five ports which have the largest Customs' Revenue of the Empire—to the extent necessary for the due payment of interest and repayment of principal of the said Loan.

The special hypothecation of Customs' Revenue to meet the charge of the present Loan is constituted by the deposit with the Hongkong and Shanghai Banking Corporation of Customs' Bonds, signed by the Viceroy and Governors of the respective Provinces in which the Ports referred to are situated, which Bonds will be held by the Bank in trust for the holders of this Loan. These Customs' Bonds will be received, in case of need, in payment of Chinese Customs' Duties.

Certified Translations of the Official Documents authorizing the Loan, may be inspected at the Office of the Hongkong and Shanghai Banking Corporation, Hongkong and Shanghai.

Default in payment of any instalment at the due date will render all previous payments liable to forfeiture.

If no allotment is made, the deposit will be returned in full; and if only a portion of the amount applied for is allotted, the balance of the deposit will be applied towards the payment of the final instalment.

Bonds to Bearer will be issued against Allotment Letters and Bankers' Receipt.

Principal. Interest. Total.

1st Instalment due 5th October, 1879.....	162,500.00.....	69,325.81.....	241,826.81
2nd " 8th March, 1880.....	162,500.00.....	68,021.70.....	226,521.70
3rd " 25th September, 1880.....	162,500.00.....	68,175.59.....	212,675.59
4th " 19th March, 1881.....	162,500.00.....	60,413.48.....	212,913.48
5th " 12th September, 1881.....	162,500.00.....	44,169.87.....	206,669.87
6th " 8th March, 1882.....	162,500.00.....	37,803.26.....	203,306.26
7th " 1st September, 1882.....	162,500.00.....	31,501.15.....	194,001.15
8th " 25th February, 1883.....	162,500.00.....	25,197.04.....	187,697.04
9th " 21st August, 1883.....	162,500.00.....	18,692.38.....	1,392.93
10th " 18th February, 1884.....	162,500.00.....	12,688.82.....	176,888.82
11th " 9th August, 1884.....	162,000.00.....	1,284.71.....	168,284.71

Shanghai Taels.....1,787,000.00 416,857.86 2,22,651.86

Applications (Forms of which can be obtained at the offices of the Bank) accompanied by a deposit of Shanghai Taels Ten per cent., will be received by the Hongkong and Shanghai Banking Corporation until the 17th day of April, 1879, on which date the allotment will be made.

For the HONGKONG & SHANGHAI BANKING CORPORATION, Agents Issuing the LOAN.

(Signed)

T. JACKSON,  
Chief Manager.

Hongkong, 5th March, 1879.

For further Particulars, apply to

## Intimations.

### WANTED.

A RESPECTABLE FEMALE—To TAKE CHARGE of TWO LITTLE BOYS on the Passage from HONGKONG to LONDON, in a Blue-funnel Steamer leaving early in April.

For Particulars of Terms, apply to

MESSRS LANE, CRAWFORD & Co.

Hongkong, March 22, 1879.

mr27

FOR SHANGHAI (DIRECT).

(Taking Cargo and Passengers at through rates for CHEFOO, TIENSIN and NEWCHWANG.)

The Steamship

### Steamers.

FOR SWATOW, AMOY & FOOCHOW.

The Steamship

" DOUGLAS,"

Capt. Young, will be despatched for the above Ports on THURSDAY, the 27th Instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.

Hongkong, March 24, 1879.

mr27

FOR SHANGHAI (DIRECT

## Intimations.

HONGKONG WHARF & GODOWNS STORAGE.

GOODS RECEIVED on STORAGE at Moderate Rates, in FIRST-CLASS GODOWNS, under European supervision; and VESSELS Discharged alongside the Wharf, on favorable Terms, with quick despatch.

MEYER & Co.,  
Proprietors.

Hongkong, November 29, 1878.— my29

F. H. U. T. O. H. I. N. G. S. begs to announce to the Community of Hongkong that he will be able to supply B. E. F., M. U. T. T. O. N., &c., from 1st October, and trusts that they may grant him their support.

Shop—WELLINGTON STREET, opposite the Cathedral.

Hongkong, September 20, 1878.

## NOTICE TO MARINERS.

No. 98.

CHINA SEA.

SHANGHAI DISTRICT.—WOOSUNG RIVER.

WOOSUNG INNER BAR SIGNALS.

NOTICE is hereby given that on and after the 31st March, 1879, Geometrical Signals will be substituted for the flags now in use at the Woosung Inner Bar Station, shewing the depth of water on the Bar during the day.

An explanatory diagram, shewing the signals which indicate the depth of water from 10 feet to 244 feet and which will shew the same in approaching the signal station both from Shanghai and from seaward, is added herewith.

To indicate a rising tide a ball will be hoisted at the mast head.

In case of there being greater or less depth of water than here given, the number of feet will be signalled by the "Universal Code of Signals" at the mast-head, and the half feet by a red and white flag at the yard-arm.

By order of the Inspector-General of Customs,

GERALD E. WELLERSLEY,  
Acting Engineer-in-Chief.

Imperial Maritime Customs,  
Engineer's Office,  
Shanghai, 31st Jan., 1879.

apl

Depth of water in feet on Bar.	South	North	South	North	South	North	South	North
	Yard-arm							
10	▲	◆	17	●	●	●	●	●
10	▲	◆	18	●	●	●	●	●
11	◆	●	18	●	●	●	●	●
11	◆	●	19	●	●	●	●	●
12	●	●	19	●	●	●	●	●
12	●	●	20	●	●	●	●	●
13	●	●	20	●	●	●	●	●
13	●	●	21	●	●	●	●	●
14	●	●	21	●	●	●	●	●
14	●	●	22	●	●	●	●	●
15	●	●	22	●	●	●	●	●
15	●	●	23	●	●	●	●	●
16	●	●	23	●	●	●	●	●
16	●	●	24	●	●	●	●	●
17	●	●	24	●	●	●	●	●

## Intimations.

## NOTICE.

Estate of JAMES GYE, Medical Attendant at the Chinese Government Coal Mine, near Kelung, Deceased.

CLAIMS against the above Estate should be lodged with the Undersigned not later than the 15th day of April, 1879.

A. FRATER,  
H. B. M.'s Consul.  
H. B. M.'s Consulate,  
Tamsui, 12th March, 1879. apl

## NOTICE to Consignees.

## COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. ANADYR.

## NOTICE.

CONSIGNEES of Cargo per S. S. *Euphrate*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before To-morrow, the 21st instant, at 1 p.m., requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Friday, the 23rd instant, at noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

G. de CHAMPEAUX,  
Agent.  
Hongkong, March 21, 1879. mr23

## COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for counter-signature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

G. de CHAMPEAUX,  
Agent.  
Ex "Ava."

H. J. A. H. (in cross) No. 107, Aldridge Salmon & Co., 1 case Hosiery, from London.

M. F. (in diamond) J. W. P. (underneath) No. 4045, Order, 1 case Cotton, from London.

J. H. H. No. 14, Order, 1 case Hosiery, from London.

Hongkong, March 15, 1879. apl

## Today's Advertisements.

## FOR AMOY, TAMSUI &amp; TAIWANFOO.

The Steamship "HAILOONG," Captain Goor, will be despatched for the above Ports on SUNDAY, the 30th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., Hongkong, March 26, 1879. mr30

## SHIPPING.

## ARRIVALS.

March 25, midnight, *Fuyew*, Chinese steamer, 920, Croad, Shanghai March 22, 11 a.m.—C. M. S. N. Co.

March 26, *Juno*, H. M. corvette, 1029, James A. Poland, Yokohama March 10, and Nagasaki 18.

March 26, *Bowen*, British steamer, 1500, Miller, Sydney Feb. 25, Moreton Bay March 1, Keppel Bay 2, Bowen 3, Cleveland Bay 4, Crootown 5, Thursday Island 7, and Singapore 19, General—Gibb, Livingston & Co.

ARRIVALS.

Mar. 26, *Alatana*, for Hoihow.  
26, *Rajanatianhur*, for Bangkok.  
26, *Ningpo*, for Shanghai.  
26, *Fuyew*, Ic. Canton.

## CLEARED.

*Deudalion*, for Shanghai.  
Forward, for Portland (Oregon).  
*Douglas*, for Coast Ports.  
*Stonewall Jackson*, for Portland (Oregon).

## PASSENGERS.

ARRIVED.

Per *Bowen*, from Sydney, &c., Mrs Miller, Mr T. A. Singleton, Capt. Schulze and daughter, 1 European in the steerage, and 350 Chinese.

Per *Fuyew*, from Shanghai, 101 Chinese.

DEPARTED.

Per *Alatana*, for Haiphong, Messrs O. von der Heyde, Constantin, and Carril, Mr and Mrs Symphor, one French Soldier, and 28 Chinese; for Hoihow, 70 Chinese.

Per *Ningpo*, for Shanghai, Miss Porter.

Per *Rajanatianhur*, for Bangkok, 388 Chinese.

TO DEPART.

Per *Forward*, for Portland (Oregon), 276 Chinese.

Per *Douglas*, for Coast Ports, 6 Europeans, and 450 Chinese.

Per *Stonewall Jackson*, for Portland (Oregon), 1 European, and 382 Chinese.

## SHIPPING REPORTS.

The Chinese steamer *Fuyew* reports: Fresh Northerly wind and fine to Tung-tung, then strong N.E. wind and ran as far as Chapel Island, thence to port moderate breezes and fine weather.

The British corvette *Juno* reports: Experienced strong favorable winds or calms on the way from Nagasaki.

The E. and A. M. S. *Bowen* reports:

On the 25th Feb. at 12.15 p.m. left Wharf at Sydney, and 9th at 4.40 p.m. gathered in

Moreton Bay, March 1st at 1 p.m. proceeded; 2nd at 8.37 p.m. left; 3rd stopped off Bowen at 10.45 p.m., and at 11.15 p.m. left; on 4th at 3.30 a.m. arrived at Cleveland Bay, and again proceeded at 12.40 p.m.; 5th at 10.55 a.m. anchored off Cooktown, and at 8.10 p.m. proceeded; 7th at 10.55 a.m. anchored off Thursday Island, and at 4.36 p.m. left; 17th at 4 p.m. arrived at Tanjong Pagar Wharf, Singapore; 18th at 5.30 p.m. proceeded for Hongkong, and on the 26th at 11.30 a.m. arrived in Hongkong Harbour. The *Bowen* experienced light head winds and calms to Singapore, and from thence to Hongkong strong N.E. monsoon with heavy head sea.

## MEMOS. FOR TO-MORROW.

## Shipping.

Daylight.—*Douglas* leaves for Coast Ports.

## THE HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,  
FAMILY & DISPENSING CHEMISTS,  
WHOLESALE AND RETAIL DRUGGISTS,  
IMPORTERS

DRUGGISTS' SUNDRIES, NURSERY REQUIREMENTS, TOILET REQUIREMENTS, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.

MANUFACTURERS

OF Soda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla Water, and other Aerated Waters.

The Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced at 7.20 p.m.

## THE CHINA MAIL.

HONGKONG, WEDNESDAY, MARCH 26, 1879.

The following Notification appears in the Government Gazette of this day's date:

## GOVERNMENT NOTIFICATION.

Frederick Stewart, Esquire, having reported his return to the Colony, has resumed his duties as Head Master of the Central School from the 21st instant.

Under instructions from the Right Honourable Sir Michael Hicks-Beach, Secretary of State for the Colonies, the Office of Inspector of Schools and of Head Master of the Central School are separated.

His Excellency the Governor has been pleased to appoint the Revd. Dr. E. J. Etel to be Inspector of Schools.

By Command,

W. H. MARSH,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 25th March, 1879.

We have no hesitation in characterizing the above announcement as the official record of a very serious blunder, and also of an act of great injustice, on the part of H. E. the Governor, towards the old and respected servant of the Colony. The official changes above notified will be matter for surprise to many, they will cause pain to not a few, and their announcement will again bring forcibly before the community the fact that Mr Hennessy is gifted with a talent for doing most extraordinary things in a very extraordinary way.

Were the object of the Queen's Representative to disorganize the service in this Colony by introducing discordant elements into its ranks, by humiliating those who have honourably and faithfully served the Government and the public, and by closing the legitimate promotion of the subordinate officers of any department, then such an unfortunate design might in great measure be fulfilled by acts like the supersession of Mr Stewart above recorded, and the immediate effects of such displacement. We would be very sorry to allege that Mr Hennessy has not the good of the Colony and the welfare of its service at heart, because, after a fashion of his own, he doubtless tries to perform his duty as a faithful servant of Her Majesty; but the eyes of any one conversant with the history and conditions of Hongkong cannot be closed to the effects of such action as that now directly aimed at the gentleman who, up to yesterday, filled the responsible position of Inspector of Schools. It may not be generally known that Mr Stewart has been Inspector of Schools and Head Master of the Central School for over seventeen years—having come fresh from the Aberdeen University with first-class honours to take up the appointment in December 1861—and that he has acted in that capacity, with the exception of the periods when he served as Police Magistrate and Coroner, ever since that date. If earning the entire confidence of successive Governors up to the reign of Mr Hennessy, and deserving the universal respect and esteem of an ever-shifting community, mean anything, then the post of Inspector of Schools was a position which the officer who had so long and ably filled it might fairly claim as a right. But let us see how the thing was managed. Before Mr Stewart left for England on leave, it had become evident that, while the Inspector and Head Master was the champion of the Central School, the Governor had become a very doubtful friend of that institution and looked coldly upon those who warmly advocated its claims. During Mr Stewart's absence, His Excellency did not cease to attack the Government system of education, and certainly was not guilty of any superfluous courtesy in commenting upon the acts of the absent official. Judging fairly from the surface of current events, the sympathies of the community and Mr Stewart lay in one direction, while the Governor and the denominational party had a strong leaning in the other way. The services of Dr. Etel were enlisted partly from that gentleman's liberal anti-denominational views and partly because of his deserved reputation as a scholar; and the post of Inspector of Schools and that of Head Master of the Central School were made distinct. To the separation of the two offices no reasonable objection can be made; but when the experienced Inspector is quietly relegated to the comparatively subordinate position of Head

with stealing one gold finger ring valued at \$20.

Mr Ross stated that at about 4 p.m. yesterday the two defendants went into the store and asked to be shown some rings. He had seen the 1st defendant in the store three times before, who on each occasion went there to look at rings, but never made a purchase. Mr Ross showed the defendants some rings, and the 1st defendant asked him to put the case of rings out, but he refused. He handed the defendants five rings which he placed on the top of the show-case. They examined the rings; the ring produced in Court, Mr Ross said, was one of the five rings handed to defendants. The two defendants stood together bargaining about the price for about eight minutes. He (Mr Ross) knew that the ring in Court was still in their possession because they had not replaced it on the case, with the other four which they had been looking at. They moved towards the door, and Mr Ross then accosted them and enquired what they were going to do with the ring. He spoke in English; the 1st defendant understood a little English. An umbrella was taken from the hand of the 2nd defendant and turned upside down, when the ring fell from it to the floor.

When called upon for their defence, the 2nd defendant said he knew nothing about either the umbrella or the ring. The umbrella was the property of the 1st defendant, and was never in his (2nd defendant's) possession. He (2nd defendant) went into the shop to look at some men purchasing; he was a seaman unemployed, and only arrived in the Colony the day before yesterday. He did not know complainant's house, and could not find it again. He never saw 1st defendant before, and never spoke to him in his life.

The 1st defendant, who had been kept out of Court while the 2nd defendant was making his defence, said that he had known the 2nd defendant for 2 or 3 months, and that they went to the complainant's shop to buy a ring. They lived together at Second Street. The umbrella was the 2nd defendant's property. Complainant wanted \$10 for the ring, and he (defendant) offered first \$7 and then \$8, but finding they could not come to terms, he turned to leave the premises when he was accused of stealing the ring. He was searched, but nothing was found. He did not see the ring fall from the umbrella, nor did he see it picked up from the floor at the 2nd defendant's feet. He (1st defendant) was a cattle dealer; his cattle were all at Swatow. He did not know 2nd defendant's occupation.

Mr Ross, on being recalled, stated that after he had given the defendants in charge, he found a revolver on a chair in the store, near the place where the 1st defendant had been standing; the revolver was not there before.

The case was remanded.

Teang Afu, a cargo boatman, and Wong Akau, a coolie, were charged with piratically attacking fishing-boat No. 430 and stealing \$20 in silver, and clothing valued at \$20 on the 14th instant. The case was remanded, as the fishing boat is absent from the Colony at present.

#### Marine Court.

##### LOSS OF THE S.S. "YESO."

MARCH 25.

A Marine Court of Enquiry was held at the Harbour Master's Office this afternoon, to investigate into the circumstances attending the loss of the British steamer *Yesso*, official No. 43,343, which was lost on the White Dogs rocks on the 17th.

The Court comprised:—Hon. C. May (Chief Police Magistrate) president; J. P. McEuen, Esq., Acting Harbour Master; Robert Thompson, Esq., Master British steamer *Radnorshire*; H. B. Gibb, Esq., Unofficial Justice of the Peace; and Captain McMurdo, Government Marine Surveyor.

Captain Samuel Ashton, sworn, deposed:—I was the master of the late steamer *Yesso*. I have been at sea 24 years, and on this coast since 1857, and have held a master's certificate since 1864. I first commanded in 1866, and have been continuously in command of a steamer since that time, with the exception of 2 years. The *Yesso* left this about 10 a.m. of Friday, the 14th instant, for Swatow, Amoy, and Foochow. The ship's company consisted of 63 persons, including myself. We had about 200 passengers, 25 boxes of specie, valued at \$100,000, about 200 chests of opium, 60 tons of lead, and a general cargo. We anchored at Hope Bay on the night of the 15th, got under way again at daylight, and got into Swatow about 8 a.m. On Monday we discharged about 300 tons of cargo and a number of the passengers. Left Swatow about dark the same evening (17th). At 6.10 p.m. I took the ship out of the river. We had about 90 Chinese and one European passenger (Mr. Sheppard). The wind was about N. E. by E. We cleared the land at about 7 p.m. The wind was light and sea smooth. The night was dark and inclined to be foggy, with a falling barometer. I did not deem it prudent to shape a course through Namo Straits which is my usual route. At 7 p.m., I shaped a course E. & S. by the compass; that is, true E. & S. At this time the high summit of the Cape of Good Hope bore S. W. true, distant about 2 miles. It was my intention then, if it came on foggy, to go to the southward of the *Boat* rocks. At this time the tide was at the second hour of the ebb, I then went down to dinner, leaving the Chief Officer in charge of the deck. At 7.40 p.m. the Chief Officer came down, and reported to me that the Lammock light was in sight. We were then steaming at the rate of 84 knots an hour; the light was distant about 22 miles. About 8 o'clock I went on deck with Mr. Sheppard, and at 8.30, the light still being in sight, altered the course and steered direct for it; our head being E. & N. by compass, giving a true bearing of the light E. & N. I then went to my room, leaving orders with the officer of the watch (the 3rd officer) to steer direct for the light. I was several times on the bridge taking the bearings of the light between 8.30 and 9.00 p.m. At 9.00 p.m. I went on the bridge, and remained there. The light was right ahead. I noticed that there was a southerly set of the tides, and therefore hauled up E. and by N., giving a true course of E. & N. At 10.40 p.m. I went into the chart-room, and priked off the ship's position on the chart. I allowed the vessel to have made 7 miles an hour through the water. I allowed one mile an hour current against her, so that I allowed 8 miles an hour over the ground. There was also a slight set to the southward, but not a great deal, as the bearing of the light was not very much altered. The light bore E. & N. distant 9 miles. That is my final position at 10.40 when I sighted the channel.

Asked why he did not shape his course to the south of the rocks altogether, witness said he did not think it necessary. There was the light as a guide, and this was the custom. He had always been in the habit of using, and, to his knowledge, it was frequently used by steamers. When through the channel he was free of everything, and

the course to E. by N. & N. by compass, giving a true course of E. by N. & N. This brought the light slightly on the starboard bow, and I steered on this course for 5 or 6 minutes, when there came a very vivid flash of lightning, and I saw, or fancied I saw, that we were much nearer the light-house than I had at first supposed. The Lammock island appeared not to be more than a mile distant. I fancied I could see plainly the dwellings of the light-keepers. I therefore concluded that I had allowed too much for the current. I then altered the course, bringing the light on my port bow, intending to pass through the channel between White Rocks and Lammock island. About 1 p.m. I sighted the ship struck on the rocks. I thought I saw something black on the port bow about three seconds before we struck. I thought it was a portion of the island, and I gave the order "hard aport," but before the helm was altered the vessel struck. The night was very dark, but the light shone up brilliantly. The bearing of the light altered very rapidly after I brought it on the port bow. The log was now every 2 hours. She was going 84 knots at 8 o'clock, and at 10 o'clock 6 knots. There was a man in the chains from ten o'clock until she struck. There was a man on the look-out forward. Two or three minutes after passing the red light which shone over the *Boat* rocks, the vessel struck, her head at the time being about E. I signalled to stop the engines. I did not give the order to go astern, because I thought there was danger of the ship going down in deep water. I also knew she had no water-tight compartments. I gave orders to clear away the boats, but not to lower them. I also ordered to sound the ship, and to sound round the ship. At first there was no water reported in the ship. The men sounding round the ship found 5 fathoms abreast the paddle wheel, both sides, and 6 fathoms over the stern. The rocks under the bow were scarcely visible at the time she struck. I called my Chief Officer and the Chief Engineer up, and conferred with them as to the advisability of attempting to back off on the rocks. The result of our conference was that we held it unadvisable then. About ten or fifteen minutes after this, the Chief Engineer reported to me that the vessel was making water. I ordered the passengers, as many of them as could safely go, to get into the ship's boat. This was done quite orderly; each boat was hauled up to the starboard ladder, and they went into the boats there. I told them to drop astern, and gave them strict orders that they were to hang on to the ship till daylight. There were four boats; they were in charge respectively of the Chief, Second, and Third Officers, and the Boatman. I do not know how many people were in the boats. They were loaded with due regard to safety. All the rest of the people on board I ordered forward. When I found she was making water rapidly I ordered the engines to be turned ahead slow, and also put out an anchor from the bow. The engines were kept moving until the water put out the fires, when we eas off steam. While the passengers were being put off into the boats I had blue lights and rockets fired, in hopes of attracting any passing vessels or fishing boats. In about an hour from striking, the ship was at an angle of 45 degrees, the after part of her being under water. The water was up to the engine room door, or forward sponsons. At the time of striking, the sea was smooth; the wind and sea increased towards daylight. At daylight we saw rocks that I knew, and judged our position. I sent the remaining boat away to land the passengers on a large rock which was seen above water, a quarter of a mile to windward of us. They did that, and came back to the ship, and took another lot off. There was also a native fishing boat which came off to our assistance. The ship's boat, after making two trips, did not return; and I was then left with 16 other people on board. By this time the water had risen, and it was blowing a heavy gale. We remained forward until the ship broke to pieces, when the water had fallen, she made a successful attempt to come alongside, and succeeded in landing us on the rock where the passengers were that had been landed by the Chief Officer's boat. About 8 o'clock a large steamer, which proved to be the *Gaels*, came in sight. She observed our signals and immediately came to our help. Captain Kidley anchored his steamer, and sent his boat ashore for those on the rock, who, some going off to the *Gaels* with me in the fishing boat, were all relieved in two trips. About four, or half-past four, the *Halcyon* was sighted. I then went on board her to confer with Capt. Goode as to the wisdom of remaining by the wreck. As it was blowing a gale of wind, and as nothing could be done, without lighters and divers, Capt. 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## To Let.

TO LET.  
HOUSE No. 4, PEDDAR'S BULL.  
DAVID SASSOON, SONS & CO.  
Hongkong, March 25, 1879.

TO LET.  
(WITH IMMEDIATE POSSESSION.)

THE LOWER STOREY OF FAIRLEA.  
West Point, with separate Entrance.  
Gas and Water laid on; with Garden.  
Apply to  
SHARP, TOLLER & JOHNSON,  
Sole Agents,  
Hongkong, March 25, 1879. *mr30*

## TO LET.

MARINE HOUSE, QUEEN'S  
ROAD.—  
East-GROUND FLOOR, consisting of  
OFFICES, COMARADE'S QUARTERS,  
and GODOWNS.

West—A RESIDENCE, with Business  
Accommodation, complete.  
Gas and Water laid on.

Each of these Premises can be Let in  
whole or in apartments.

Apply to  
E. R. BELILIOS.  
Hongkong, March 11, 1879. *apl1*

## TO LET.

G. R. E. N. M. O. U. N. T.  
Possession on or before 15th May.  
Apply to  
GILMAN & CO.  
Hongkong, March 4, 1879.

## TO LET.

PORTION of a HOUSE, very suitable  
for OFFICES and DWELLING, also  
for a STORE, Queen's Road Central.  
Possession 1st March next.

Apply to  
LANDSTEIN & CO.  
Hongkong, February 4, 1879.

## TO LET.

OFFICES on the FIRST FLOOR,  
No. 8, QUEEN'S ROAD.

Apply to  
J. NOBLE,  
No. 8, Queen's Road.  
Hongkong, March 13, 1879. *apl3*

## TO LET.

IN the Houses on MARINE LOT 65,  
formerly known as the Blue Houses,  
situate on Praya East:—

FIRST FLOORS of Nos. 2 and 4,  
Praya East.

As also,  
A FRONT and BACK ROOM in the  
DWELLING to the eastward of the Pier,  
with part of its spacious Verandah. Immediate  
Possession.

TO LET.  
FIRST CLASS GRANITE GODOWNS,  
attached to Blue House at Wan Chai,  
Marine Lot 65.

Also,  
A SPACIOUS TIMBER YARD, close  
to the Wan Chai Pier. Timber received on  
Storage or the Yard Rented.

For further particulars, apply to  
MEYER & CO.  
Hongkong, March 4, 1879.

## TO BE LET.

On Shamen—Canton.

THE SPACIOUS PREMISES lately  
occupied by MESSRS. OLYPHANT & CO.,  
Comprising: DWELLING HOUSE, with Go-  
downs, TEA and SILK ROOMS attached.

For Particulars, apply to  
EDWARD, DAVIS,  
Canton.

Canton, March 12, 1879. *apl2*

## TO BE LET.

Two Excellent STONE-FLOORED  
GODOWNS, on Marine Lot No. 10,  
Praya Central.

Apply to  
TURNER & CO.  
Hongkong, August 1, 1878.

## TO LET.

FIRST-CLASS OFFICES and GO-  
DOWNS, Nos. 54 and 60,  
Praya Central.

Apply to  
WO HANG,  
Nos. 6 and 7, Praya West.  
Hongkong, January 2, 1879.

## Mails.



## STEAM FOR

SINGAPORE, PENANG, POINT DE  
GALLE, ADEN, SUEZ, MALTA,  
BRINDISI, ANCONA, VENICE, MEDI-  
TERRANEAN PORTS, SOUTH

AMPTON, AND LONDON;

ALSO  
BOMBAY, MADRAS, AND CALCUTTA,  
VIA BOMBAY.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
BOKHARA, Captain I. ORMAN, will leave  
this on SATURDAY, the 29th March, at  
Noon.

Tes and General Cargo for London will  
be conveyed via Bombay without tranship-  
ment, arriving one week later than by the  
direct route. Bills and Valuables will be  
transferred to the Calcutta steamer at  
Galle.

For further Particulars, apply to  
A. MEYER, Superintendent,  
Hongkong, March 18, 1879. *apl30*

## Mails.

Occidental & Oriental Steam-  
Ship Company.

TAKING THROUGH CARGO AND  
PASSENGERS FOR THE UNITED  
STATES AND EUROPE,  
IN CONNECTION WITH THE  
CENTRAL  
and  
UNION PACIFIC AND CONNECTING  
RAILROAD COMPANIES  
AND  
ATLANTIC STEAMERS.

THE S. S. GAEILIC will be despatched  
for San Francisco via Yokohama,  
on TUESDAY, the 1st day of April, 1879,  
at 3 p.m., taking Cargo and Passengers for  
Japan, the United States, Mexico, Central  
and South America, and Europe.

Connection is made at Yokohama, with  
Steamers from Shanghai.

Freight will be received on Board until  
4 p.m. of the 31st March. PARCEL  
PACKAGES will be received at the Office  
until 5 p.m. same day: all Parcel Packages  
should be marked to address in full; value  
of same is required.

A REDUCTION is made on RETURN PAS-  
SENGER TICKETS.

Consular Invoices to accompany Over-  
land, Mexican, Central and South American  
Cargo, should be sent to the Company's  
Offices addressed to the Collector of Customs,  
San Francisco.

For further information as to Freight  
or Passage, apply to the Agency of the  
Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent,  
Hongkong, March 22, 1879. *apl1*

## NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
POINT DE GALLE,  
ADEN, SUEZ, ISMAILIA, PORT  
SAID, NAPLES, AND  
MARSEILLES;

ALSO,  
PONDICHERRY, MADRAS, CALCUTTA  
AND ALL INDIAN PORTS.

ON SATURDAY, the 5th April, 1879,  
at Noon, the Company's S. S.  
AMAZONE, Commandant LORMIER, with  
MAILS, PASSENGERS, SPECIE, and  
CARGO, will leave this Port for the  
above places.

Cargo and Specie will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for  
the principal places of Europe.

Shipping Orders will be granted until  
Noon.

Cargo will be received on board until  
4 p.m., Specie and Parcels until 3 p.m.  
on the 4th April, 1879. (Parcels are not  
to be sent on board; they must be left  
at the Agency's Office.)

Contents and value of Packages are re-  
quired.

For further particulars, apply at the  
Company's Office.

G. DE CHAMPEAUX,  
Agent,  
Hongkong, March 25, 1879. *ap5*

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH to NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. MAIL STEAMER ALASKA  
will be despatched for San Francisco,  
via Yokohama, on TUESDAY, the 15th  
April, at 3 p.m., taking Passengers, and  
Freight, for Japan, the United States,  
and Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Inland Cities of the United States via Over-  
land Railways, to Havana, Trinidad, and  
Demerara, and to ports in Mexico, Central  
and South America by the Company's and  
connecting Steamers.

Through Passage Tickets granted to  
England, France, and Germany by all trans-  
-Atlantic lines of Steamers.

On Through PASSAGES to EUROPE,  
a REDUCTION OF TWENTY PER  
CENT from Regular Rates is granted to  
OFFICERS OF THE ARMY AND NAVY,  
AND MEMBERS OF THE CIVIL AND  
CONSULAR SERVICES IN COMMISSION.

Freight will be received on board until  
4 p.m., of 14th April. Parcel Packages  
will be received at the office until 5 p.m.  
same day; all Parcel Packages should be  
marked to address in full; value of same  
is required.

Consular Invoices to accompany Overland  
Cargo should be sent to the Company's  
Offices in Sealed Envelopes, addressed to the  
Collector of Customs of San Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 9, Praya Central.

RUSSELL & CO., Agents,  
Hongkong, March 21, 1879. *apl6*

## INSURANCES.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above  
Company, are prepared to grant In-  
surances at current rates.

MELCHERS & CO.,  
Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

SWISS LLOYD

TRANSPORT INSURANCE COMPANY  
OF WINTERTHUR.

THE Undersigned having been appointed  
Agents for the above Company, have  
This Day taken over charge of the Hong-  
kong Agency, and are prepared to grant  
INSURANCE on MARINE RISKS at Current  
Rates to all parts of the World.

GILMAN & CO., Agents,  
Hongkong, February 10, 1879. *apl6*

## Insurances.

QUEEN FIRE INSURANCE  
COMPANY.

THE Undersigned are prepared to grant  
Policies against FIRE to the extent of  
\$45,000 on Buildings, or on Goods stored  
therin, at current local rates, subject to a  
Discount of 20% on the Premium.

NORTON & CO.,  
Agents.

Hongkong, January 1, 1874.

LANCASHIRE INSURANCE  
COMPANY.

## (FIRE AND LIFE.)

CAPITAL, TWO MILLIONS STERLING.

THE Undersigned are prepared to grant  
Policies against the Risk of FIRE on  
Buildings or on Goods stored therein, or  
Goods on board Vessels and on Hulls of  
Vessels in Harbour, at the usual Terms  
and Conditions.

Proposals for Life Assurances will be re-  
ceived, and transmitted to the Directors  
for their decision.

If required, protection will be granted on  
first class Lives up to £1000 on a Single  
Life.

For Rates of Premiums, forms of pro-  
posals or any other information, apply to

ARNOLD, KARBERG & CO.,  
Agents, Hongkong & Canton.

Hongkong, January 4, 1874.

THE CHINA FIRE INSURANCE  
COMPANY, LIMITED.

## HEAD OFFICE—HONGKONG.

GENCIES at all the Treaty Ports of  
China and Japan, and at Singapore,  
Saigon and Penang.

Risks accepted, and Policies of Insurance  
granted at the rates of Premium current at  
the above mentioned Ports.

## NO CHARGE FOR POLICY FEES.

JAS. B. COUGHLIE,  
Secretary.

Hongkong, November 1, 1874.

## THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER  
of  
His Majesty King George The First,  
A. D. 1720.

THE Undersigned having been appointed  
Agents for the above Corporation, are  
prepared to grant Insurances as follows:—

Marine Department.

Policies issued at current rates payable either  
here, in London or at the principal Ports  
of India, China and Australia.

Fire Department.

Policies issued for sums not exceeding  
£5,000 at reduced rates.

Contents and value of Packages are re-  
quired.

For further particulars, apply at the  
Company's Office.

G. DE CHAMPEAUX,  
Agent,  
Hongkong, July 26, 1872. *apl2*

MANCHESTER FIRE ASSURANCE  
COMPANY OF  
MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling  
of which is paid up £100,000  
Reserve Fund upwards of £120,000  
Annual Income £250,000

THE Undersigned have been appointed  
Agents for the above Company at  
Hongkong, Canton, Foochow, Shanghai,  
and Hankow, and are prepared to grant  
Insurances at current rates.

HOLLIDAY, WISE & CO.,  
Hongkong, October 15, 1868.

THE SCOTTISH IMPERIAL INSUR-  
ANCE COMPANY.

THE Undersigned having been appointed  
Agents in Hongkong for the above-  
named Company, are prepared to Grant  
Policies against FIRE on Buildings and  
on Goods to the extent of \$50,000, at the  
usual Rates, subject to an immediate Dis-  
count of 20 per cent.

Attention is invited to a considerable  
reduction in Premium for Life Insurance in  
China.

MEYER & CO.,  
Hongkong, August 18, 1874.

CHINESE INSURANCE COMPANY,  
(LIMITED.)

NOTICE.

POLICIES granted at current rates on  
Marine Risks to all parts of the World.  
In accordance with the Company's Articles  
of Association, Two Thirds of the Profit,  
are distributed annually to Contributors  
whether Shareholders or not, in proportion  
to the share amount of Premium contributed  
by each, the remaining third being carried  
to Reserve Fund.

J. BRADLEE SMITH,  
Secretary.